

## **Minneapolis City Planning Department Report**

### **Zoning Code Text Amendment**

**Date:** November 18, 2002

**Initiator Of Amendment:** Council Member Schiff

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**Intent Of The Ordinance:** To allow a density bonus related to the number of dwelling units and the maximum floor area ratio in the Industrial Living Overlay District (ILOD) when all required parking is provided within the building, entirely below-grade or in a parking garage of at least two (2) levels.

**Background:** The zoning code currently allows density bonuses in the Residential, Office Residential and Commercial districts when required parking is enclosed. The text amendment would allow multiple family dwellings with enclosed parking to be treated similarly in the ILOD as in the Residence, Office Residence and Commercial districts.

#### **Purpose For The Amendment:**

**What is the reason for the amendment?**

**What problem is the Amendment designed to solve?**

**What public purpose will be served by the amendment?**

**What problems might the amendment create?**

The amendment will allow multiple family dwellings in the ILOD to be treated similarly as those in the Residential, Office Residential and Commercial districts. ILODs are areas where transitions from the historic industrial use and nature of area are occurring. Examples of areas mapped with the ILOD include Washington Avenue, downtown east (near the Metrodome) and in the Warehouse District. ILODs are considered to be appropriate areas for limited residential and commercial uses. These provisions are incentives for developers to design projects in a manner that our city policies promote. These policies include the reduction of surface parking, impervious surfaces and parking between the building and the street. In addition, enclosed parking guides the building form and aesthetics of a site.

#### **Timeliness:**

**Is the amendment timely?**

**Are there consequences in denying this amendment?**

There have been recent residential developments approved within the ILOD and new developers inquiring about mixed-use development in the North Loop area. Planning staff believes

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developers would be more easily persuaded to design buildings and locate parking in appropriate areas on site if incentives are provided.

Consequences of denying this amendment may include less incentive to developers to construct enclosed parking in the transforming areas of the city such as the ILOD. Planning staff believes it is important to guide design as early as possible in a transforming environment to establish the design precedent for the area.

### **Comprehensive Plan:**

#### **How will this amendment implement the Comprehensive Plan?**

Enclosed parking is preferred over surface parking areas. Surfacing parking can negatively impact the overall site design and the pedestrian experience. When reviewing the comprehensive plan land use policy map for areas within the Industrial Living Overlay District, it was found that Industrial Living Overlay Districts are located within or adjacent to a comprehensive plan designation that promotes either neighborhood commercial services or housing.

For example, the ILOD near Central Avenue and Broadway is designated as light and general industrial and both Central Avenue and Broadway Avenue are designated as community corridors. Community Corridors are characterized by the comprehensive plan as being mixed use, clustered storefronts or services which are low intensity. These areas are to support new residential development at medium density and support limited commercial uses. These streets carry fairly high volumes of traffic, but must balance travel against residential quality of life. Enclosed parking would appropriately match the characteristics of this area and should be encouraged in areas such as these.

Another example is the ILOD near Lake Street, between Elliot and 10<sup>th</sup> Avenue South. This area is designated as a mix of uses; it is also near both a Major Housing Site (Chicago and Lake) and an Activity Center (Chicago and the parkway). Major Housing Sites are characterized by the comprehensive plan as being close in proximity to amenities such as commercial activity, natural features and public facilities. Activity Centers are characterized as destinations that attract large numbers of visitors, workers and residents and support a wide range of commercial, office-residential and residential uses, a busy streetlife and levels of activity throughout the day and into the evening.

Again, staff believes that enclosed parking would be compatible and desirable with the land use designations of the comprehensive plan.

### **Recommendation Of The City Planning Department:**

The City Planning Department recommends that the City Planning Commission and City Council adopt the above findings and **approve** the text amendment.

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Motion by Schiff to introduce the subject matter of an ordinance amending Title 20, Chapter 551 of the Minneapolis Code of Ordinances relating to *Zoning Code: IL Industrial Living Overlay District*, for first reading and referral to the Zoning and Planning Committee.

That Section 551.380 of the above-entitled ordinance be amended to read as follows:

**551.380 Minimum lot area requirements.** ~~(a) In general.~~ Lot area requirements for residential uses in the IL Overlay District shall be a minimum of nine hundred (900) square feet of lot area per dwelling unit and a minimum of seven hundred fifty (750) square feet per rooming unit, except that in no instance shall the lot area be less than five thousand (5,000) square feet.

~~(b) Bonus for affordable housing. The maximum number of dwelling units and the maximum floor area ratio of cluster developments and multiple-family dwellings of five (5) units or more may be increased by twenty (20) percent if at least twenty (20) percent of the dwelling units meet the definition of affordable housing.~~

That Section 551.385 of the above-entitled ordinance be amended to read as follows:

**551.385. Density bonuses.** (a) Bonus for enclosed parking. The maximum number of dwelling units and the maximum floor area ratio of multiple-family dwellings may be increased by twenty (20) percent if all required parking is provided within the building, entirely below grade, or in a parking garage of at least two (2) levels.

(b) Bonus for affordable housing. The maximum number of dwelling units and the maximum floor area ratio of cluster developments and multiple-family dwellings of five (5) units or more may be increased by twenty (20) percent if at least twenty (20) percent of the dwelling units meet the definition of affordable housing.